

**JUST A LITTLE
HP SAUCE
WILL DO!**

SUPPLIES ARE LIMITED

BLACK OUT
LONDON
8.53 p.m.—8.57 a.m.
PLYMOUTH
9.10 p.m.—3.53 a.m.
BIRMINGHAM
9.07 p.m.—3.52 a.m.
Supplied by Auto-
mobile Association.

No. 3172
SUNDAY, AUGUST 16, 1942

OVER 3,000,000 CERTIFIED SALE

Registered at the G.P.O.
as a Newspaper

2d.

**THOUSANDS PRAISE
THIS NAME**

**MACLEAN BRAND
Stomach Powder**

is a quick and
successful remedy for
indigestion and
Stomach Troubles.
Helpful even in
stomach cancer.

Price 2/3 (inc. Tax). Look for this signature

Fighting Rages 40 Miles From

Stalingrad As Huns Still Smash Forward

CITY GROWS VOLGA

From HAROLD KING, Reuter's Special Correspondent

Moscow, Saturday.

THE THREAT TO STALINGRAD, GREAT TANK AND INDUSTRIAL CITY ON THE VOLGA, HAS GROWN MORE ACUTE IN THE LAST 24 HOURS WITH THE GERMANS SMASHING THEIR WAY FORWARD IN TWO SECTORS OF THE FRONT.



Tokyo Warns Them!

JAPS TOLD "ALLIES MAY INVADE US"

THE Japs were warned yesterday that the day may come when avenging Allied armies will land on their shores.

The warning was given by Munori Ito, a Tokyo naval expert, in an interview published by the Domei News Agency.

The Japanese should be on their guard, he said.

"The foe is ever waiting to attack the Japanese island."

BOMBASTIC

A few hours before this warning was given, Tokyo Radio had been making bombastic claims about the German battle.

It said that in a battle which began on August 7, and ended on August 9, an Anglo-American fleet of the following ships and aircraft had been destroyed:

SINK: 8 heavy cruisers, 10 medium cruisers, 7 destroyers, 10 destroyers, 10 destroyers, 10 destroyers.

DAMAGED: 1 heavy cruiser, 3 destroyers, 10 destroyers, 10 destroyers.

It is believed in Washington that the Japs are making these fantastic claims to sustain the view if they have to announce the fall of the Solomon Islands.

Continued reports from the Japs that some of the Solomons already have been completely "liberated" by the Allies.

Our Bombs Put Curfew On Nazi Radio

BRITISH bombing raids on Germany have scored a notable triumph. Wireless stations that blared their loads of lies far into the night are now closed down at 8.15 p.m., and the Germans must go to bed or to the air raid shelters hungering for news of the front.

The order, which came into effect last night, affects the central station of Berlin and those of Leipzig, Munich, Stuttgart, Luxembourg and Amsterdam.

New light on the havoc caused by the RAF raids is supplied by a chief correspondent of the German News Agency, who writes from Düsseldorf.

They have put a few bombs on the city, and have caused some damage, but they have not hit the heart of the city.

The latest turn, the oxygen

The most dangerous German thrust comes from the west, where a great battle is swaying to and fro in the "elbow" of the Don, little more than 40 miles away from Stalingrad.

Moscow Radio said tonight that Axis troops, striking for the west bank of the river in this area, had penetrated into the Soviet defences south of Kletsk.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

They were meeting with fierce resistance and suffering heavy losses.

South-west of Stalingrad, sheer weight of men and metal has carried the Germans forward south of Kotelnikovo, where, said the communiqué, the fighting is in progress.

I'm Going A-Watering, Kind Sir, She Said



TROOPS CALLED OUT Police Fire On India Mob: Five Dead

FIVE people were killed and four others injured when the police had to open fire twice on an unruly mob at Dacca, a small town in Bengal, today. The crowd cut telegraph and phone wires and stoned the police. Troops have been called out.

Calcutta police opened fire with revolvers three times during the day to disperse the mob. Several persons were taken to hospital.

Three trams were burned and other vehicles stoned. The police made several light charges.

At Goshpur one person was killed and 12 injured when police fired on rioters. The situation here is under control.

These were the only serious disorders reported from any part of India during the day.

All Bombay, including the crowded mill district, has now returned to normal, but some rioting and looting is still being reported to prevent new disturbances.

Minor incidents reported in the last 12 hours were:

WARDHA.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

RAJAHMUNDRAM.—Police fired to disperse a crowd led by a village headman. One person killed, one wounded.

"ANNIHILATED" BRITISH WARSHIPS BEARD ITALIANS IN MEDITERRANEAN NAVAL BASE

Foot Bombardees Rhodes Harbour

WHILE the Italian High Command was vainly boasting that British naval forces venturing into the Mediterranean had been "annihilated," a squadron, under Rear-Admiral ("Cossack") Vian, sailed right up to the Italian island of Rhodes and blasted the harbour with gun salvos.

The attack lasted only 12 minutes, but so concentrated and accurate was the gunfire that flames were soon leaping all along the harbour front.

Enemy shore batteries were taken by surprise. It was some minutes before they opened fire, but all our ships got away unscathed.

Rhodes, principal island in the Dodecanese group, is one of the main Axis naval and air bases in the Eastern Mediterranean. The approaches to the island are mined and its defences are formidable.

The attack, it was disclosed yesterday, took place early on Thursday morning. John Nixon, Reuter's special correspondent with the Fleet, tells the story in the following cable.

We are now skimming home over the Mediterranean. We were in the Rhodes, where a British naval squadron, under Admiral Vian, carried out a bombardment with the perfect timing of a postman dropping the morning mail.

For twelve minutes we hurled death and destruction at our enemy and was not hit. Several salvos had left our guns that the shore batteries opened up and the shells came singing over our heads and falling around.

WATERPROOF ALBIZE. As we sailed away we could see fires burning along the waterfront, including a big one and numerous columns of black smoke.

Aircraft co-operated by spitting the incendiary and flaming flares while other aircraft simultaneously bombed Maritza aerodrome in Rhodes.

Despite the efforts of the shore batteries and the presence of E-boats, all our ships and aircraft returned without a scratch.

Co-operation between the sea and air forces was perfect and the operation had "the Vian touch."

First sign of life in the island of Rhodes came at 11 p.m. as we sailed along the coast towards our objective.

Suddenly strings of red, green and yellow tracer came up as enemy gunners vainly tried to stop us.

Through the night glimmers of other warships. Except for the hiss of water thrown aside by our bows, we were silent.

Tin-hatted figures on the bridge, some resembling members of the King's Guard, in ghostly, anti-flash hoods, checked instruments and waited.

The captain, standing on an old sub-bow to get a better view, spoke quiet orders.

"WORST MOMENT" From time to time we could see the fire over our target. Searchlights waved from side to side and spread out again.

Then, half an hour before we arrived before Rhodes town, came our worst moment. Two searchlights suddenly flicked into life, and a searchlight beam swept down, dipping across the sea in front of us and seeming to pause as it was caught.

Grey-blue rays momentarily dazzled us. But, inexplicably, a dozen or two later the fingers of light swung upwards again, and we were unharmed.

Two months later, when they were staying, and was taken to the Aga Khan's palace near Beirut.

There had been a heart attack this morning.

Mahadevi Desai had been arrested several times before.

In 1932 he was sentenced to 21 months' rigorous imprisonment.

Two months later, when they were staying, and was taken to the Aga Khan's palace near Beirut.

There had been a heart attack this morning.

Axis Whoop, But Admit—"SEVERAL SHIPS REACH MALTA"

CLAIMS that the British forces in the Mediterranean convoy battle had been annihilated were made both in a proclamation yesterday by Mussolini and a special communiqué from Hitler.

But Hitler split it all by admitting that several of our supply ships had got through to Malta.

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

Here are the latest Axis claims, which are known to be inaccurate.

HITLER.—"Out of 21 British transport, merchant ships and tankers, 13 ships with a total tonnage of about 100,000 were sunk, among them all the tankers in the convoy."

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

Here are the latest Axis claims, which are known to be inaccurate.

HITLER.—"Out of 21 British transport, merchant ships and tankers, 13 ships with a total tonnage of about 100,000 were sunk, among them all the tankers in the convoy."

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

Here are the latest Axis claims, which are known to be inaccurate.

HITLER.—"Out of 21 British transport, merchant ships and tankers, 13 ships with a total tonnage of about 100,000 were sunk, among them all the tankers in the convoy."

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

Here are the latest Axis claims, which are known to be inaccurate.

HITLER.—"Out of 21 British transport, merchant ships and tankers, 13 ships with a total tonnage of about 100,000 were sunk, among them all the tankers in the convoy."

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

Here are the latest Axis claims, which are known to be inaccurate.

HITLER.—"Out of 21 British transport, merchant ships and tankers, 13 ships with a total tonnage of about 100,000 were sunk, among them all the tankers in the convoy."

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

Here are the latest Axis claims, which are known to be inaccurate.

HITLER.—"Out of 21 British transport, merchant ships and tankers, 13 ships with a total tonnage of about 100,000 were sunk, among them all the tankers in the convoy."

And Mussolini further spoiled it by saying that Italian planes were bombing the "annihilated" warships as they streamed back towards Gibraltar.

RAF 'BAG' TEN IN BIG CONVOY FIGHT

ALTHOUGH the lull in the land fighting in Egypt is as yet unbroken, the RAF has scored new triumphs.

The official communiqué issued from British headquarters in Cairo throws some light on the big convoy fight in the Mediterranean.

"During convoy operations in the Mediterranean on Thursday night, our fighters shot down at least ten enemy planes."

"Reports are still incomplete, however, and it is expected that the number of our triumphs will be increased. Our own losses during this period were four aircraft, but one pilot is safe."

"Our light bombers successfully attacked targets and landing grounds in the El Daba-Pasha area, and our escorting fighters shot down at least ten enemy planes."

"Two Ju 52s troop-carrying Nazi aeroplanes were shot down into the sea by our long-range fighters."

"American fighter pilots who recently joined the RAF in Egypt have been in action, and they helped to bring down a dozen Nazi fighter planes, says an Associated Press dispatch from Cairo."

"The Soviet Air Force is steadily attacking German columns retreating along the roads."

"Undoubtedly the destruction of crossings over the Don by three days' struggle in reaching the south bank of the river, and the capture of the bridge, are gaining further ground on the west bank of the river."

Gandhi's Secretary Dies

Bombay, Saturday.

MAHADEV DESAI, Gandhi's secretary, has died while under detention with the Mahatma in Bombay Government communication.

He was taken into custody during the last Sunday at the house of Mr. Birla, where they were staying, and was taken to the Aga Khan's palace near Beirut.

There had been a heart attack this morning.

Mahadevi Desai had been arrested several times before.

In 1932 he was sentenced to 21 months' rigorous imprisonment.

Two months later, when they were staying, and was taken to the Aga Khan's palace near Beirut.

Here's a food that's STILL LESS THAN PRE-WAR PRICE



BURNVILLE CORN CO.

THE 5-STAR

5 D PER LB.

THE 5 STARS

- * EXTRA GOOD VALUE
- * FROM THE BURNVILLE CORN CO.
- * PROMOTES A HEALTHY GROWTH
- * AID TO DIGESTION
- * VITAMIN B—VITAL TO HEALTH

"Nazi Limit Reached"

IN the need to clear up the Stalingrad front with a major and early victory, Hitler has stretched himself to the absolute limit of his resources and if he fails to win out with the present strength of the Don armies he may have to turn on the defensive without any hope of staging another major attack.

HITLER LUGS SPEED AS WESTERN ALLIANCE GROWS

BY OUR DIPLOMATIC CORRESPONDENT

DESPITE Hitler's advance in the Caucasus, a clear-cut decision still eludes the Volga-Don campaign at any cost at the earliest possible moment so as to be able to turn west to meet the menace of the combined RAF/U.S.A. air armada—all that the menace signifies.

Reports I have received tell of Hitler's frenzied urging of his High Command to liquidate the Volga-Don campaign at any cost at the earliest possible moment so as to be able to turn west to meet the menace of the combined RAF/U.S.A. air armada—all that the menace signifies.

But Timoshenko refuses to be destroyed. He is the only one who is not only a wide in places to take Russians in the Caucasus.

When Sebastopol fell, Nazi propaganda screamed its head off that the Nazi strength at least a little more than it can be replenished. Persia was wide open, that the rate may be slow, but the Wehrmacht would soon be circling round the flank of the British Middle East army. That was only a month or two ago.

An advance from Kerch today would at a stroke automatically cut off all Russian forces in the Caucasus. It is a direct threat to Soviet Black Sea bases, and the loss of these bases would mean the loss of the Caucasus mountains without the need to fight his way through the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

ONLY SPECTACULAR

In his present drive, even if the Nazis Gromy and reaches the Caucasus Sea, he will have to fight his way through the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

THE truth is that as long as the Stalingrad defense holds, Hitler cannot afford to risk a defeat in the Caucasus in a counter-attack. He is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

THE neighbourhood of the Don is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

Now knows better than Hitler that the Caucasus advance is strategically a waste of time and energy. He is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

As I write reports are trickling in from the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus. It is a direct threat to the Caucasus.

HIS TROUBLES ARE OVER

At present it is stationed on the West Coast of Scotland, fighting the Battle of the Atlantic. Two days ago of unexciting patrol and escort. Recently, however, the monotony was abruptly broken. Orders were received to be ready within 24 hours for an important task. Bombs were to be substituted for depth charges. The pilot succeeded in steering on his engines and altimeters, but the aircraft developed a serious action and snarled an uncertain course in the darkness. They found they were over the Irish Sea. They had missed England in their darkness. One pin-pointed they were able to coarsely safely back to base.

THE MINISTRY OF WAR has rejected the TRADE SCHEME for the FISH INDUSTRY, PLACED BEFORE IT YESTERDAY BY THE JOINT COUNCIL OF THE FISH TRADE AS AN

One of the chief objections of the Ministry of War to the Trade scheme was that it would not effect that saving in rolling stock which would be required for the Fish Trade as an

It is nothing unusual that was authoritatively stated by Mr. Ministry, for fish to come from Grimsby to Billingsgate and then be dispatched to London.

The Ministry is unable to countenance any continuation of a system of distribution which, by permitting merchants and agents to handle the fish, would lead to a waste of transport.

Many descriptions have been issued by the squadron personnel. One of the first was the award of the D.F.C. to a pilot who brought badly damaged plane back to base and earned fame as the ruler of the "coarsest aircraft".

Over Norway the aircraft's ruggedness was almost beyond use and the plane should have come down in the sea.

The pilot succeeded in steering on his engines and altimeters, but the aircraft developed a serious action and snarled an uncertain course in the darkness. They found they were over the Irish Sea. They had missed England in their darkness.

One pin-pointed they were able to coarsely safely back to base.

THE MINISTRY OF WAR has rejected the TRADE SCHEME for the FISH INDUSTRY, PLACED BEFORE IT YESTERDAY BY THE JOINT COUNCIL OF THE FISH TRADE AS AN

One of the chief objections of the Ministry of War to the Trade scheme was that it would not effect that saving in rolling stock which would be required for the Fish Trade as an

It is nothing unusual that was authoritatively stated by Mr. Ministry, for fish to come from Grimsby to Billingsgate and then be dispatched to London.

The Ministry is unable to countenance any continuation of a system of distribution which, by permitting merchants and agents to handle the fish, would lead to a waste of transport.

Many descriptions have been issued by the squadron personnel. One of the first was the award of the D.F.C. to a pilot who brought badly damaged plane back to base and earned fame as the ruler of the "coarsest aircraft".

Over Norway the aircraft's ruggedness was almost beyond use and the plane should have come down in the sea.

The pilot succeeded in steering on his engines and altimeters, but the aircraft developed a serious action and snarled an uncertain course in the darkness. They found they were over the Irish Sea. They had missed England in their darkness.

One pin-pointed they were able to coarsely safely back to base.

THE MINISTRY OF WAR has rejected the TRADE SCHEME for the FISH INDUSTRY, PLACED BEFORE IT YESTERDAY BY THE JOINT COUNCIL OF THE FISH TRADE AS AN

One of the chief objections of the Ministry of War to the Trade scheme was that it would not effect that saving in rolling stock which would be required for the Fish Trade as an

It is nothing unusual that was authoritatively stated by Mr. Ministry, for fish to come from Grimsby to Billingsgate and then be dispatched to London.

The Ministry is unable to countenance any continuation of a system of distribution which, by permitting merchants and agents to handle the fish, would lead to a waste of transport.

Many descriptions have been issued by the squadron personnel. One of the first was the award of the D.F.C. to a pilot who brought badly damaged plane back to base and earned fame as the ruler of the "coarsest aircraft".

Over Norway the aircraft's ruggedness was almost beyond use and the plane should have come down in the sea.

The pilot succeeded in steering on his engines and altimeters, but the aircraft developed a serious action and snarled an uncertain course in the darkness. They found they were over the Irish Sea. They had missed England in their darkness.

One pin-pointed they were able to coarsely safely back to base.

THE MINISTRY OF WAR has rejected the TRADE SCHEME for the FISH INDUSTRY, PLACED BEFORE IT YESTERDAY BY THE JOINT COUNCIL OF THE FISH TRADE AS AN

One of the chief objections of the Ministry of War to the Trade scheme was that it would not effect that saving in rolling stock which would be required for the Fish Trade as an

It is nothing unusual that was authoritatively stated by Mr. Ministry, for fish to come from Grimsby to Billingsgate and then be dispatched to London.

Sir Charles Portal Declares—

RAF WILL SMASH HUNS

O.H.M.S. Gift
YOUNG AFTER-
£ s. d.

TAXPAYERS WILL FIND ONE REASON TO WELCOME THE VARIOUS ASSESSMENTS THEY WILL SHORTLY RECEIVE FROM THE INCOME TAX AUTHORITIES.

Barry will then be built "O.H.M.S." envelopes have been more welcome. They will be considered as their post-war credits which they will be entitled to collect from a government—after the cessation of hostilities.

Between nine and ten million of their slip will be issued with the Income Tax assessment forms in the next few weeks.

THE RUSSIANS IN THE EAST AND THE RAF IN THE WEST ARE ALREADY PREPARING TO DEMOLISH A STATE OF DEMOCRACY.

"The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

THE RUSSIANS IN THE EAST AND THE RAF IN THE WEST ARE ALREADY PREPARING TO DEMOLISH A STATE OF DEMOCRACY.

"The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

Air Chief Marshal Sir Charles Portal, Britain's Air Chief, makes this prophecy in an article which appears in a special RAF issue of the Chicago magazine "Flying and Popular Aviation."

Other points made by Sir Charles in the article were: "The time is not far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair."

When that time comes, will the average German long resist the conclusion—that the war is no longer profitable and the Fuehrer no longer worth following?

MISTERS AND MRS.

WIFE (At Tottenham): When my husband is at home it is like a continual black-out.

Wife: I caught my husband in his office with another girl coming like a pair of audubons.

Husband: When I and my mother-in-law saw her was not the first time I saw her. I was married: "No, you wouldn't be married if I was."

Husband: I must have met her somewhere, the night because the next morning I found myself in hospital.

Wife: When I reminded my husband that when we were courting he said my face was my fortune, he said: "Yes, but you will remember I was wearing coloured glasses at the time."

Woman: My first husband had red hair and was therefore fiery; my second was dark and dull; and my third is a girl and a comic.

Fire Bombs On Cornfields

HUNDREDS of fire bombs were scattered by German raiders over cornfields near two East Anglian villages, during Friday night.

Minister fire blazed up, making the corn like one in an old country.

But the fire was extinguished quickly and efficiently. High explosives fell near four villages, and children were killed.

Berlin claimed that the raids were on military objectives at Ipswich.

ADVERTISERS' ANNOUNCEMENTS

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

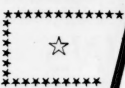
Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

Wanted: A job for a cook.

WE'RE OXYDOL'S 'BUSY BUBBLE' LATER! WE GO TWICE THE WASHING PER COUPON, SEE



THE PEOPLE

ABOUT six months ago one of those Know-All Armchair Strategists we sometimes meet locally with an indignation, carefully deposited the ash from an expensive cigar in a tray handy to his elbow, and wanted to know if the hell don't we bomb and blast the tracks out of the Hun in Berlin?

According to that not-so-omniscient "expert," and a few more like him, the RAF wasn't acting quickly enough in this night-bombing business. The answer was all very well... but why the heck didn't we hit the enemy good and hard just where it hurts, and, for preference, in daytime!

It didn't seem to occur to him that it's just asking for sudden death—or for some German prisoner of war camp—for our big bomber to set out on their formidable task without a detailed knowledge and complete plans of the target.

The RAF has first to acquire those vital data. And the RAF can't acquire them without the aid of its "Magic Eyes."

Two weeks to the day after Cologne got the weight of a vast total of high-explosive carried by more than a thousand of our biggest aircraft, the Air Ministry issued a communique which said briefly: "Four reconnaissance aircraft dropped bombs at several points in North-West Germany today."

Maybe, the news pleased that some of those "Magic Eyes," you see, the pilots of these planes had just achieved two jobs at once: they photographed targets for the Bomber Men who would follow after them—and then done a bit of bombing on their own account!

Surprise Meeting!

It was a glorious piece of work I carried out by night we had a little about it—the "Magic Eyes" of the Royal Air Force... We'll call him Jimmy, it isn't his name, but it'll do. And though his story is a bit of a mystery, it would be the last to admit it.

It wasn't exactly a "Doctor Livingson" type of thing, but at the meeting, but it came pretty near being that sort of thing. The mission was midway up the Ruffel River, in East Africa, and the small party to which the writer was attached was engaged on a little job of espionage, concerning the wreckage of a big lake in the steamer.

It was striking hot; the native bearers were plodding through the

rough, brush-land of us and mosquitoes and a half-dozen other little tormentors of the human body were making life unpleasant. There were three white men in the party and about 20 natives, and we all felt like calling it a day, pitching our tents and taking a breather.

Ahead was a natural clearing about 300 yards square, which seemed specially designed for our temporary encampment, and the bearers were quick to get to work with their tents...

Then, quite unexpectedly, we heard the drone of multi-engines, and somebody said, "God bless my soul! This was a perfectly natural part of Africa, and I expect to see an airplane anywhere near that particular part of Africa."

It came in out of the north-east, dropping low overhead for a couple of minutes or so, made another circuit, turned into the wind and achieved as nice a four-point landing as you could hope to witness. The pilot stepped out, dusted down his overalls, lit a cigarette, walked over to where we stood gazing at him like a bunch of natives, and said, "Hello, chaps!"

It was Jimmy, and that was the first time I met him. He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

We were engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

DOE NEWS

GRADUALLY the U.S.S.R. struggle reaches its stages of climax. This week will probably show whether it will lead. Moves made in the past few days indicate that the Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive.

Nations' date-line has been drawn. It is a matter of time before the Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive.

Curiously enough, as in 1941, Moscow will have the key to results. Estimates which are being made in the U.S.S.R. indicate that the Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive.

Japan, simultaneously, is to be entangled at precisely the moment when the Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive. The Russian army is in a position to take the offensive.

As it was my expressed opinion that leaders there would be displaced. These present troubles should be surmountable, and I am going to suggest that means will be advanced possibly before this week is out. Surprising new developments.

Even though spectacular events have struck the world, even weightier impact. Giving the world for advances, I feel the Premier will smash some of the old ideas. The Premier will smash some of the old ideas. The Premier will smash some of the old ideas.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THE week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

For Energy & Endurance

It was striking hot; the native bearers were plodding through the

rough, brush-land of us and mosquitoes and a half-dozen other little tormentors of the human body were making life unpleasant. There were three white men in the party and about 20 natives, and we all felt like calling it a day, pitching our tents and taking a breather.

Ahead was a natural clearing about 300 yards square, which seemed specially designed for our temporary encampment, and the bearers were quick to get to work with their tents...

Then, quite unexpectedly, we heard the drone of multi-engines, and somebody said, "God bless my soul! This was a perfectly natural part of Africa, and I expect to see an airplane anywhere near that particular part of Africa."

It came in out of the north-east, dropping low overhead for a couple of minutes or so, made another circuit, turned into the wind and achieved as nice a four-point landing as you could hope to witness. The pilot stepped out, dusted down his overalls, lit a cigarette, walked over to where we stood gazing at him like a bunch of natives, and said, "Hello, chaps!"

It was Jimmy, and that was the first time I met him. He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

We were engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

Vital Essentials

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

BRIEF BIRTHDAY INDICATIONS

(Applying to those whose anniversaries occur this week)

TODAY.—Expenditure proceeds. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

TOMORROW.—General trend. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

WEDNESDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THURSDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

FRIDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

SATURDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

SUNDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

MONDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

TUESDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

WEDNESDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

THURSDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

FRIDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

SATURDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

SUNDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

MONDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

TUESDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

WEDNESDAY.—You must be prepared for delays due to exposure. The week's tension may be difficult to bear. Still, my view is that we are on the edge of great events in all directions.

Workshop Home or Office

It was striking hot; the native bearers were plodding through the

rough, brush-land of us and mosquitoes and a half-dozen other little tormentors of the human body were making life unpleasant. There were three white men in the party and about 20 natives, and we all felt like calling it a day, pitching our tents and taking a breather.

Ahead was a natural clearing about 300 yards square, which seemed specially designed for our temporary encampment, and the bearers were quick to get to work with their tents...

Then, quite unexpectedly, we heard the drone of multi-engines, and somebody said, "God bless my soul! This was a perfectly natural part of Africa, and I expect to see an airplane anywhere near that particular part of Africa."

It came in out of the north-east, dropping low overhead for a couple of minutes or so, made another circuit, turned into the wind and achieved as nice a four-point landing as you could hope to witness. The pilot stepped out, dusted down his overalls, lit a cigarette, walked over to where we stood gazing at him like a bunch of natives, and said, "Hello, chaps!"

It was Jimmy, and that was the first time I met him. He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

We were engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

BY A CAMERAMAN

It was striking hot; the native bearers were plodding through the

rough, brush-land of us and mosquitoes and a half-dozen other little tormentors of the human body were making life unpleasant. There were three white men in the party and about 20 natives, and we all felt like calling it a day, pitching our tents and taking a breather.

Ahead was a natural clearing about 300 yards square, which seemed specially designed for our temporary encampment, and the bearers were quick to get to work with their tents...

Then, quite unexpectedly, we heard the drone of multi-engines, and somebody said, "God bless my soul! This was a perfectly natural part of Africa, and I expect to see an airplane anywhere near that particular part of Africa."

It came in out of the north-east, dropping low overhead for a couple of minutes or so, made another circuit, turned into the wind and achieved as nice a four-point landing as you could hope to witness. The pilot stepped out, dusted down his overalls, lit a cigarette, walked over to where we stood gazing at him like a bunch of natives, and said, "Hello, chaps!"

It was Jimmy, and that was the first time I met him. He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

We were engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

He was a German, the man of the alleged "Dark Continent," and he had three particular hobbies: aviation, radio and photography, and the last ran the first very closely.

He was engaged in flying the Cape-Cairo, Dr. de - ex - Salaam - Africa, and he was more or less "just to get a kick out of it"—according to Jimmy.

THANKLESS TASK

It was striking hot; the native bearers were plodding through the

